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1996-1997: The first year of the project, the first year of the new curriculum, and the first year of the new school.

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5. The West-Polozkiy Station has about 14 tracks, four of which are for passenger traffic. At this station the transhipping operations are, for the most part, carried out by the laborers and machinery of the 6th Division of the Central Bureau of the Ministry of Armed Forces, and partly by railroad freight handlers. The capacity of transhipping operations could be increased 50-60 units per day, but, because of the lack of empty cars and machinery, there are usually loaded 2,500-3,000 cars per month by Central Bureau and 250-300 cars per month by the 6th Division.

6. 6 But the end of 1949, the 4th Division of the Central Base of Kursk USSR, which had four cranes, was operating here. Two of the main four 125-ton portal cranes of 175 tons and 75 ton capacity, and the other two were railroad Diesel cranes with a capacity of 100 tons each. After demobilization of this division (for the same reasons as the 3rd division), all of these cranes were transferred to the Engineering Park of Brest-Sovgorstroy. At present, uranium ore is the main freight transshipped at Mochukhovo-Vayevsky. This is a sub-station with eight tracks, four of which are European gauge. The transshipment capacity of this station is four to five trains per day, but at present only 100,000 tons per month are transshipped by the workers of Central Bureu and 100-150 carsloads per month by railroad workers.

8. Although it is possible to process up to 12 trainloads of coal per day, an average of only six to eight trains per day are being processed at the present time, depending upon the number of trains required.

3. The number of trains arriving. Trains with their destination for this station wait their turn for dispatching to this or another station for transhipping operations.

11. Because of the inactivation of the 2nd Division (Zhabitskaya), the 4th Division (Mukhovo-Yevreyevaya Station), the 5th Division (Brest-Vorotchany), and the 7th Division (Berezovitsa Station), the Engineer Park has increased in importance and capacity since all of the technical equipment and machinery of these divisions were transferred here.

12. For that reason, in 1969 the rail net of the Engineer Park underwent considerable reconstruction and improvement. New railroad sidings and switches were built. Brest-Sverdlovsk was directly connected with the Brest-Vorotchany station.

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13. So much for a general description of the railroad station of the Brest Rail Center.

14. It is necessary to keep in mind that the Engineer Park is at the present time the main transhipping point and is of very great importance in contrast to the other stations. In the Engineer Park, there are about 20-25 railroad tracks of Soviet gauge and the same amount of European gauge arranged for freight operations, in addition to a large number of auxiliary tracks and sidings.

15. [redacted] the Engineer Park is the main transhipping point. Here transports are transhipped by labor and means of Central Base (3000 trains are reloaded by the railroad's own labor forces.) At present, the remaining stations take care of their own transhipping, depending on the type of loading problems. Brest-Tsentral'nyy Station is included in this system. The loaded trains are sorted according to the importance of the freight and the marking on the trains, whether the trains are to be serviced by labor from Central Base [redacted] or from battalions depending on their destination markings. As a rule, all heavy transhipping operations are done by Central Base of the MVS [redacted] which has heavy machinery (cranes) and labor forces in the form of its divisions of labor battalions at its disposal.

16. Percentage-wise it appears that the Central Transhipping Base [redacted] about 60-80% of all the transhipping done at the Brest Rail Center and only 15-20% is done by the railroads.

Note: Trains from Poland with uranium are given priority treatment in transhipping. Polish trains, as a rule, are not detained at the transhipping point because the USSR must pay for each delay in gold.

17. Central Base [redacted] has a total of 22 cranes of various capacities and types, among them 14 electric gantry cranes, two-15 tons, one-10 tons, two-7½ tons, four-5 tons, two-1½ tons, one-1½ tons, one-1½ tons, one-1½ tons, three railroad Diesel cranes, and five steam cranes; two-15 tons, three-18 tons, one-18½ tons. The cranes are distributed as follows: Brest-Polenskiy Station has four electric gantry cranes; (two-15 tons, one-8 tons, one-1½ tons); Brest-Sovetskiy-Engineer Park has all the remaining cranes. Three "Urgvards" [redacted] ten crawler cranes are little used generally but are utilized in the crane repair shops of the 170th OKTB (Separate Crane Equipment Battalion for the shops) on repairing.

18. In addition to the cranes, Central Base MVS [redacted] has on hand great quantities of equipment for the manual transhipping of trains (hand-operated lifts, scissor lifts, shovels, crossbars, slides, etc.). For the most part the heavy freight is unloaded with the cranes and the light freight is unloaded manually.

19. Railroad-owned warehouses of all the freight stations of the Brest Rail Center are intended only for the short-term storage of private freight passing through Brest to other addresses. These warehouses of large rooms (bunkers) accommodate very limited quantities of such freight or private baggage destined for transport. Daily the stations receive and tranship different freight for the interior and the West, because of the absence of sufficient car space it is not possible to ship all the freight immediately. In these cases such freight is held in the baggage rooms until it is transhipped to its destination. In this way they are of interest only to stations and not to the system generally.

20. Central Base [redacted] has a large number of storage warehouses. All of them are centered around the main transhipping point, the Engineer Park. They are built in 1915 and there are about 100-120 of them. The warehouses are roughly built and covered with wood shingles and are 50 meters long, 20 meters wide, and three stories high (on the lower edge of the roof). There are no ceilings in the warehouses which greatly limits their capacity. There are wooden floors only in those warehouses designed for the storage of special freight (private property, foodstuffs, valuable freight, etc.).

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21. The warehouses are spaced along the railroad track and a narrow gauge track. Warehouses are single, that is, only one layer of board. Metal strips or wire are fastened to the planks around the warehouses to serve as a seal so that no one can remove the sheathing. These warehouses played an important part in the years immediately following the war, i.e. 1945, 1946, 1947, because, during this time, great quantities of all types of freight were coming from the West. The goal of the Soviet government at that time was as directed toward bringing over 100,000 men out of Germany. Because of this, the Brest Rail Center, particularly, the stations there, were literally loaded with equipment from dismantled factories and other freight. It was impossible to dispatch all of this at the same time due to a shortage of transportation. As a result the warehouses were built and put at the disposal of the Central Transhipping Base of MVS USSR [redacted]

22. At present these warehouses are mostly empty; the Engineer Park in particular is almost unused, that is, all of the freight which had been in it has been sent to the interior of the country. Only certain parts of the freight destined for local delivery are left in the warehouses.

23. During 1948-51, incoming trains from across the border became fewer and fewer in number and, as a rule their loads were immediately transhipped to Soviet trains for dispatching to the interior. As a consequence, the importance of the warehouses was reduced with successive year and at the present time is minimized. The organization of Central Base MVS USSR [redacted] has sharply reduced.

24. The general conclusion to be drawn from this problem is: in cases of necessity, the base [redacted] can, at any time, be developed to its organizational strength and the warehouses adapted to the general requirements. The role of the Brest Rail Center as an intermediate point located on the western border is very important.

25. At present Central Base [redacted] has at its disposal: two separate workers' battalions, one separate crane equipment battalion, a separate local rifle company; three base sections.

26. The 3rd ORB [redacted] Battalion (Battalion Commander Lt Col Rudenko) is located west of the city of Brest near the fortress. (Overall personnel strength of the battalion is 350, including ORB [redacted]

Shches [redacted] is located near the Engineer Park on Kamenskiy-3rd ORB [redacted] is used for transhipping operations at Brest-Polenskiy and Kamenskiy-Vozenny stations; 262nd ORB [redacted] at the Engineer Park, chiefly for manually transhipping trains, but occasionally as freight handlers (Astropowschiky) during transhipping operations with cranes. The 270th OKTB [redacted] Separate Crane Equipment Battalion (Battalion Commander Lt Col Shvidchenko)

[redacted] is located near the 262nd ORB. The purpose of this battalion as its name implies is to tranship freight with cranes. It consists of two crane companies (Commander of 1st Co is Major Lebedev, the 2nd Co Capt Budzko) and one equipment company (in 1947 this company was reduced to personnel). Total complement of the three companies is 350 men (this includes supply and administrative personnel). At present the battalion numbers about 250 men.

27. The personnel for the most part are technical specialists, crane operators, electricians, tractor operators, chauffeurs, fitters, lathe operators, etc. The battalion has good crane repair shops and a large power plant for supplying the cranes with power. The shops and power plant are located next to the Engineer Park near the cranes.

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28. Twelve tractors are used for hauling heavy freight during the loading and unloading operations. Six trucks are used for hauling water for the steam cranes, fuel for the Diesel cranes, repair crews to places of accidents and for the general use of the battalion.

29. The OMSR Separate Local Rifle Company (Company Commander Major Maslennikov) is located in the area of 262nd ORB. The company has about 150 men and is used to guard trains in the transshipping area, the base administration and, finally, the control and check points (KPP) of the Engineer Park.

30. At present, there are three sections at Base [redacted]. The 1st and 3rd sections are located in the Engineer Park and the 6th at Brest-Polesskiy. The functions of these sections are: the immediate supervision and organization of the transshipping operations; the accounting for and dispatching of trains to their destinations. All machinery (cranes) and labor forces are also attached to them. The sections as a whole are responsible for the punctuality and quality of the transshipping of trains. In their work, they are accountable to Central Base MVS USSR [redacted]

31. About 700 of the battalion's military laborers are directly employed or assigned to transshipping work. The rest of them are employed with different tasks within the section. Work assignments depend on the presence and number of trains. Military employees may be used no more than 12 hours per day and crane operators, as a rule, work in shifts (three shifts of eight hours each). Work is not planned according to shifts in the workers' battalions as this is too difficult.

32. The number of civilian laborers employed is unknown [redacted]. As a rule the number of them used for loading or unloading work is under the control of the freight office. They work on a voluntary basis and receive piece-work wages, i.e. according to the number of cars unloaded. Each station has both full-time and temporary (contracted for various operations) freight handlers and the number of both of them depends upon the amounts and types of freight to be loaded or unloaded. Because of this the number of civilian laborers always varies. [redacted] throughout the Brest Rail Center, the railroads handle about 40-50 cars a day (comprising one train), of which nearly 60% pass through Brest-Tsentral'nyy. About 90-100 workers organized in three shifts are required to transship the freight of this many cars. An average of two hours are allowed for two men to transship one carload. Per shift they roughly transship--8-24 carloads. Some freight can be transshipped by means of conveyors. In these cases the unloading norms are much less, about 20-25 minutes. These conveyors are on track 32 in Brest-Tsentral'nyy Station.

Note: Coal trains have not been taken into consideration. Most of them are unloaded at Brest-Zapadnyy. [redacted] the work there is highly mechanized and goes on day and night. The total number of workers there completely satisfies productional demands.

33. Battalion military personnel are sometimes employed in transshipping work 12 hours a day in two shifts. [redacted] the distribution of labor crews to work depends upon the arrival of trains at the transshipping area. Here the reckoning is very simple. [redacted] assume that two trains per day arrive at this or that station with the address of Central Base [redacted] (Their arrival in Brest was telegraphed earlier.) The battalion commander assigns to transshipping freight from these trains (if the freight in them is to be handled manually) all of the personnel, who usually will be busy until all of the cars are transshipped. This will take two to three hours, after which the men rest until the next day, occupying themselves in their free time with military and political training. If one train is to be unloaded in the evening and the other in the morning then the battalion commander will work the crews in shifts.

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34. The number of laborers in each shift is indefinite, depending upon the number of cars present for transshipping. Calculating the required number of laborers for the railroad for each shift is done as follows: four cars for two men for eight hours' work.

35. Such norms do not hold good for military personnel. Here the battalion commander assigning crews is guided by the number of cars to be unloaded; the sorts of freight and the labor expenditure necessary for them, and, finally, by the time estimated for the transshipping of freight of the given train. All of this is taken into consideration in order to eliminate the possibility of extra layover of cars during transshipping operations. For each case of extra delay, the railroad exacts a daily fine from those at fault. In order to prevent this, the crew commanders usually assign more military personnel to transshipping work than is ordinarily required (sometimes five-six or more men to one car).

36. Transshipping goes on day and night, with the exception of trains with valuable freight which are unloaded only in the daytime in order to prevent thieving. For night transshipping, flood-lights have been installed so labor productivity is no less at night than in daylight. As a rule night transshipping is done when there is a concentration of transports in the transshipping center or when there is priority freight to be handled. All large trains are handled during the day.

37. Trains from across the border arrive under guard at all times. So-called "vertushkas" [rotating guard details] which are permanent and are numbered have been set up. The "vertushka" consists of: Vertushka chief and detail made up of: one officer (junior lieutenant, lieutenant, or senior lieutenant); his assistant (sergeant); 6-10 riflemen; one cook. The military personnel of the "vertushkas" belong to a special separate guard regiment, which, at the present time, is located in Frankfurt on the Oder (Germany). The "vertushka" chief officially accepts the train in Germany and escorts it to Brest, guarding it all the way. Upon arrival in Brest the guard chief transfers the train officially to Central Base [] and he and his detail take another train at the border and return to Germany. In Brest, the trains addressed to Central Base [] are guarded by the Separate Local Rifle Company until they have been handled and transferred to the railroad for dispatching to destination. Trains, under railroad supervision are guarded by the railroad's own guards. All cars, loaded and dispatched from Base [] have seals of the shipper and of the railroad. Trains arriving from across the border also have two seals (railroad and shipper).

38. At present the station of the Central Transshipping Base MVS USSR [] transships an average of 9.3 - 10.5 thousand carloads a month which comprises about 186-210 trains. Of these, 6-6.5 thousand carloads are transshipped at the Engineer Park, 2.5-3 thousand cars at Brest-Polesskiy and, 800-1,000 cars at Mukhovets-Voyennyy. About 3.5-4 thousand carloads are transshipped at the crane house per month.

39. The monthly transshipments by the railroad average 1,250-1,300 carloads (or 15-20%). Of these about 650 carloads are transshipped at Brest-Tsentral'nyy; 150-200 carloads at Brest-V stochnyy; 250-300 carloads at Brest-Polesskiy; 100-150 carloads at Mukhovets-Voyennyy. Civilian labor is not used in the Engineer Park.

40. At Brest-Vostochnyy and Brest-Tsentral'nyy transshipping of cars is done only by railroad laborers. (Transshipping of coal at Brest-Zapadnyy is not considered here.) In calculating the number of carloads transshipped on the railroads (that is by civilian freight handlers) [] only freight arriving in Brest in the form of foreign trade and as reparations. The remaining freight (official and personal baggage, local freight, etc) []

41. Such is the organization of the 270th OKTB and a division of the Base []. (In both cases [] considered only the officers in enumerating the posts. Naturally, some of the posts enumerated have clerks and typists at their disposal. In the divisions there are no more than five to eight, the remainder are officers.)

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42. In closing [redacted]

(a) [redacted] althought the volume of transshipping operations at the Brest Rail Center has greatly decreased in the post-war years, its importance remains. The importance of the Brest Rail Center is evident, primarily due to the international situation that has developed in the west.

(b) The Brest Rail Center can be developed to its full capabilities at any time. Its transshipping capacity can be increased three-four times compared with 1950-1951.

(c) For guaranteeing the transshipping at the Brest Rail Center, the Central Transshipping Base is to be increased to its former state which will make it possible to increase transshipping three-four times.

(d) At all times, since the day of organization, Central Base [redacted] has had much experience in transshipping, warehousing, and storing freight.

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43. Cars are usually converted in the car-repair shops of Brest-Polesskiy Station. Only those cars coming to the USSR from Germany as reparations, are converted. Locomotives, all-metal refrigerator cars, passenger cars, whole trains of 12-13 cars (all-metal), freight cars and flat cars periodically arrive in the USSR from Germany. All are built according to Soviet specifications. Upon entry into the USSR these locomotives and all of the cars have European gauge 14' 8 1/2" axles, but along with them are sent the required number of Soviet gauge 15' 7 1/2" axles, loaded on flat-cars. In Brest they are exchanged, that is, the locomotives and cars are converted.

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Note: Trains, arriving in the USSR from across the border are unloaded in Brest and then returned. But, as a rule, the railroad steals a few cars and converts them. The German or Polish markings are painted over and Soviet markings are painted on. This is profitable for the Brest railroad.

44. The European gauge axles are returned to the original shipper in Germany for subsequent use with the next shipment of locomotives and cars from Germany to the Soviet Union.

45. In the car repair shops of Brest-Polesskiy Station up to 100 cars with a total number of 200 axles can be converted per day. But such a number never arrives in Brest. The monthly conversions amount to about 250-300 cars.

46. About 1,000-1,200 man-hours, with the necessary machinery are required for converting such a number of cars.

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ENCLOSURE (A): Diagram of the Organization of the 270th Crane Equipment Battalion of Central Transshipping Base MVS USSR No 3603 in Brest.

(B): Organization of a Division of the Central Base MVS USSR

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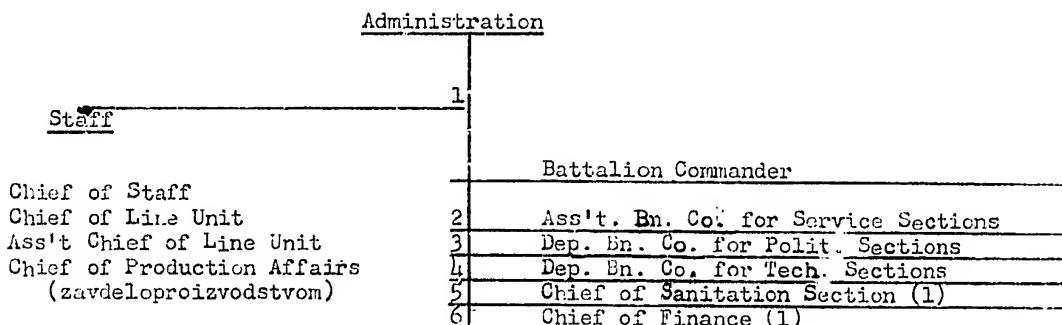
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Diagram of the Organization of the 270th Crane Equipment Battalion of
Central Transhipping Base MVS USSR [redacted] in Brest.

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Secretary of Party Bureau
Secretary of Komsomol' Bureau

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Chief of Class I Supply
Chief of Clothing and Equipment Supply

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Technical Section

Chief of Technical Section
Crane Engineer
Equipment Engineer
Technical Section Mechanics
Chief of Crane Repair Shops
Ass't. Chief of Crane Repair Shops

At the present time the 270th CKTB has two companies and a service station
(subordinate to Ass't. Battalion Commander for Service Sections).

Company

1. Company Commander (1)	3. Platoon Commanders
2. Deputy Company Commander for Technical Section	(three in the company)

Note: In the battalion there are 250 military personnel, 22 cranes,
12 tractors (caterpillar), six trucks, three caterpillar cranes, four horses,
one automobile, a power plant, and a crane repair shop.

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Organization

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of a

Division of the Central Base MVS USSR [redacted]

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1. Chief of Base Division
2. Deputy Division Chief for Political Sections
3. Deputy Division Chief for Technical Sections
4. Division Chief of Warehouse Storage
5. Chief of Distribution of Labor Forces
6. Chief of Loading and Unloading Section
(he has three transshipping instructors)
7. Chief of Accounting Sections
(he has three assistants)
8. Chief of Dispatching Groups
(he has three dispatchers)
9. Paymaster

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